

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 12/14/1992

LAX90FA209						
File No. 1837	06/06/1990	FRESNO, CA	Aircraft Reg No. N803FE	Time (Local): 17:15 PDT		
Make/Model:	CESSNA / 208A		Fatal	Serious	Minor/None	
Engine Make/Model:	P&W / PT6-114A		Crew	0	1	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	WEST AIR INDUSTRIES					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	Same as Accident/Incident Location		Condition of Light:	Day		
Destination:	OAKLAND , CA		Weather Info Src:	Witness		
Airport Proximity:	Off Airport/Airstrip		Basic Weather:	Visual Conditions		
			Lowest Ceiling:	None		
			Visibility:	20.00 SM		
			Wind Dir/Speed:	300 / 015 Kts		
			Temperature (°C):	32		
			Obstr to Vision:	None		
			Precipitation:	None		
Pilot-in-Command	Age: 51		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft:	9275		
Airline Transport; Commercial; Multi-engine Land; Single-engine Land			Last 90 Days:	140		
Instrument Ratings			Total Make/Model:	335		
Airplane			Total Instrument Time:	662		

THE ENGINE LOST OIL PRESS WHILE CLIMBING THROUGH 6,000 FT, AND THE PILOT REQUESTED TO RETURN TO HIS DEPARTURE AIRPORT. ATC INFORMED THE PILOT OF A CLOSER AIRPORT. THE PILOT SECURED THE ENGINE, FEATHERED THE PROP, AND MADE A POWER-OFF DESCENT TO THE AIRPORT. THE PILOT ELECTED TO MAKE A DOWNWIND APPROACH TO RWY 12L DUE TO HIS ALTITUDE. THE AIRPLANE OVERFLEW THE RUNWAY AND TOUCHED DOWN PAST THE DEPARTURE END. IT PENETRATED THE AIRPORT PERIMETER FENCE, STRUCK SEVERAL TREES, A SIGN POST, A LIGHT POLE, AND AN AUTO BEFORE COMING TO REST IN A RESIDENTIAL AREA. EXAMINATION OF THE WRECKAGE REVEALED THE LOSS OF PRESSURE WAS DUE TO OIL LEAKING. THE OIL FILLER CAP WAS FOUND IMPROPERLY ADJUSTED AFTER THE ORIGINAL INSTALLATION. THE MAINTENANCE MANUAL DOES NOT APPROVE ANY FIELD REPAIRS ON THE OIL FILLER CAP ENGAGING MECHANISMS. THE AIRPLANE'S FLAPS WERE FOUND AT A 7 DEG INTERMEDIATE SETTING.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) LUBRICATING SYSTEM,OIL FILLER CAP - LEAK
 2. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - UNKNOWN
 3. (C) FLUID,OIL - PRESSURE TOO LOW
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Occurrence #2: FORCED LANDING
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: OVERRUN
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. (F) WEATHER CONDITION - TAILWIND
 7. (C) LOWERING OF FLAPS - DELAYED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. OBJECT - FENCE

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

A LOSS OF ENGINE OIL PRESSURE DUE TO IMPROPER MAINTENANCE PERFORMED ON THE ENGINE OIL FILLER CAP BY AN UNKNOWN PERSON. IN ADDITION, THE PILOT MISJUDGED HIS LANDING APPROACH TO THE RUNWAY DURING THE FORCED LANDING WHICH RESULTED IN AN OVERSHOOT AND COLLISION WITH OBJECTS. A TAILWIND CONTRIBUTED TO THE OVERSHOOT.